

## Mitigated Negative Declaration

PROJECT NAME: Conditional Use Permit for the 2008-2009  
Temporary Championship Off-Road Racing Events

PROJECT LOCATION: East of the existing terminus of Main Street, east of  
Heritage Road

ASSESSOR'S PARCEL NO.: 644-030-19-00, 644-060-06-00, 644-060-07-00,  
644-060-08-00, 644-060-09-00, 644-060-12-00

PROJECT APPLICANT: Championship Off-Road Racing

CASE NO.: IS-08-011

DATE OF DRAFT DOCUMENT: April 25, 2008

DATE OF RESOURCE  
CONSERVATION COMMISSION  
MEETING: \_\_\_\_\_

DATE OF PLANNING  
COMMISSION HEARING: \_\_\_\_\_

DATE OF CITY COUNCIL HEARING: \_\_\_\_\_

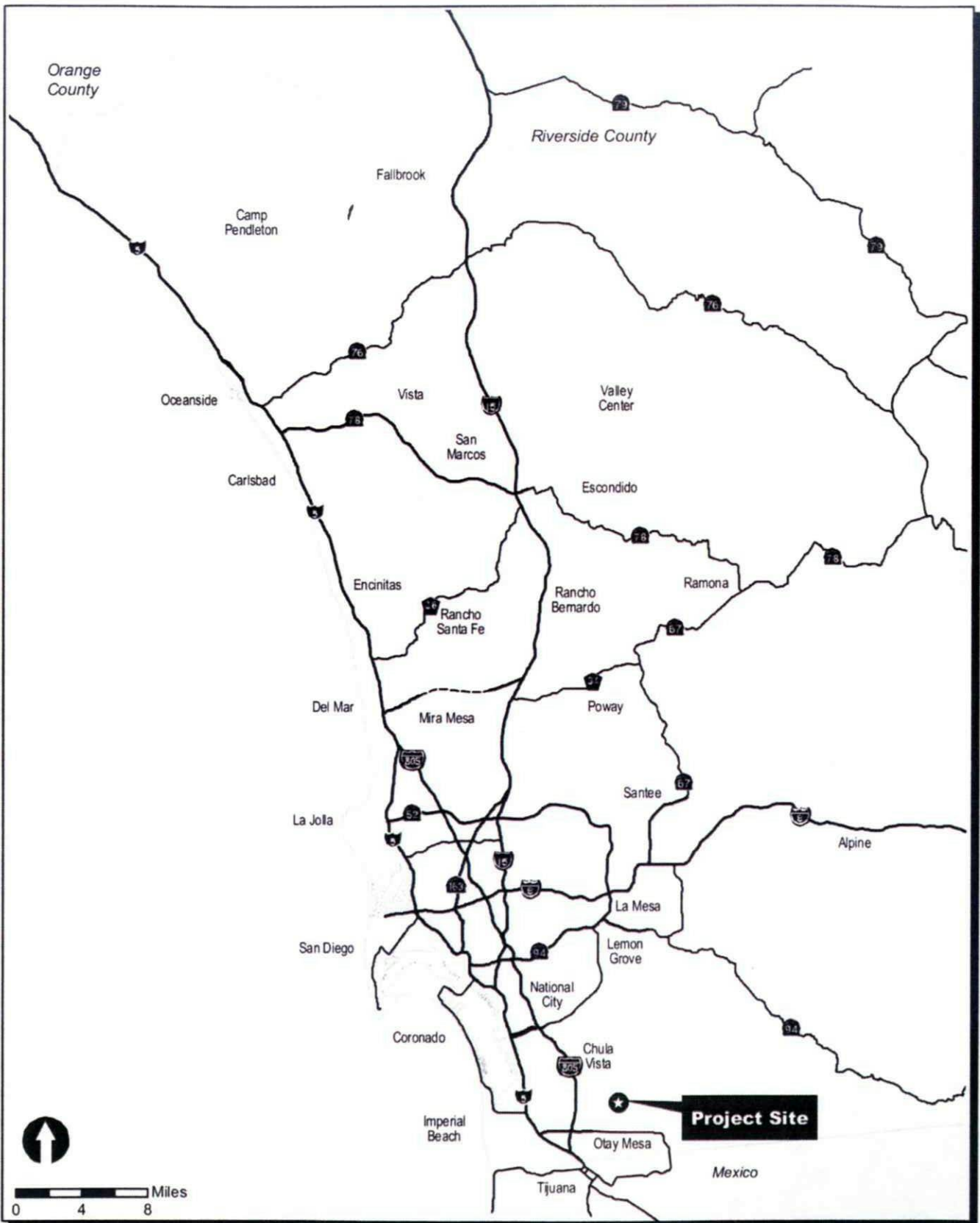
DATE OF FINAL DOCUMENT: \_\_\_\_\_

PREPARED BY: Glen Laube, Senior Planner

### A. PROJECT SETTING

The proposed project site is located within a portion of Otay Ranch, in southern San Diego County, California (*Figure 1*). The proposed project site occupies 175.6 acres generally located east of the Main Street / Heritage Road intersection, in the City of Chula Vista as shown in *Figure 2*. Geographically, the project site is comprised of three distinct areas, which include the general admission parking area, racetrack (and associated supporting uses), and lower camping area. The general admission parking is located within the development area of the Otay Ranch Village Three Sectional Planning Area (SPA) Plan and is comprised of lands that are disturbed as a result of ongoing agricultural operations. The racetrack area which includes the track, pit areas, grandstands, and upper camping area is located within a portion of the existing Rimrock quarry in areas that have been fully disturbed as a result of continued mining operations. Lastly, the lower camping area is located south of the racetrack, across Otay River, and is also comprised of lands that are disturbed as a result of ongoing agricultural operations.

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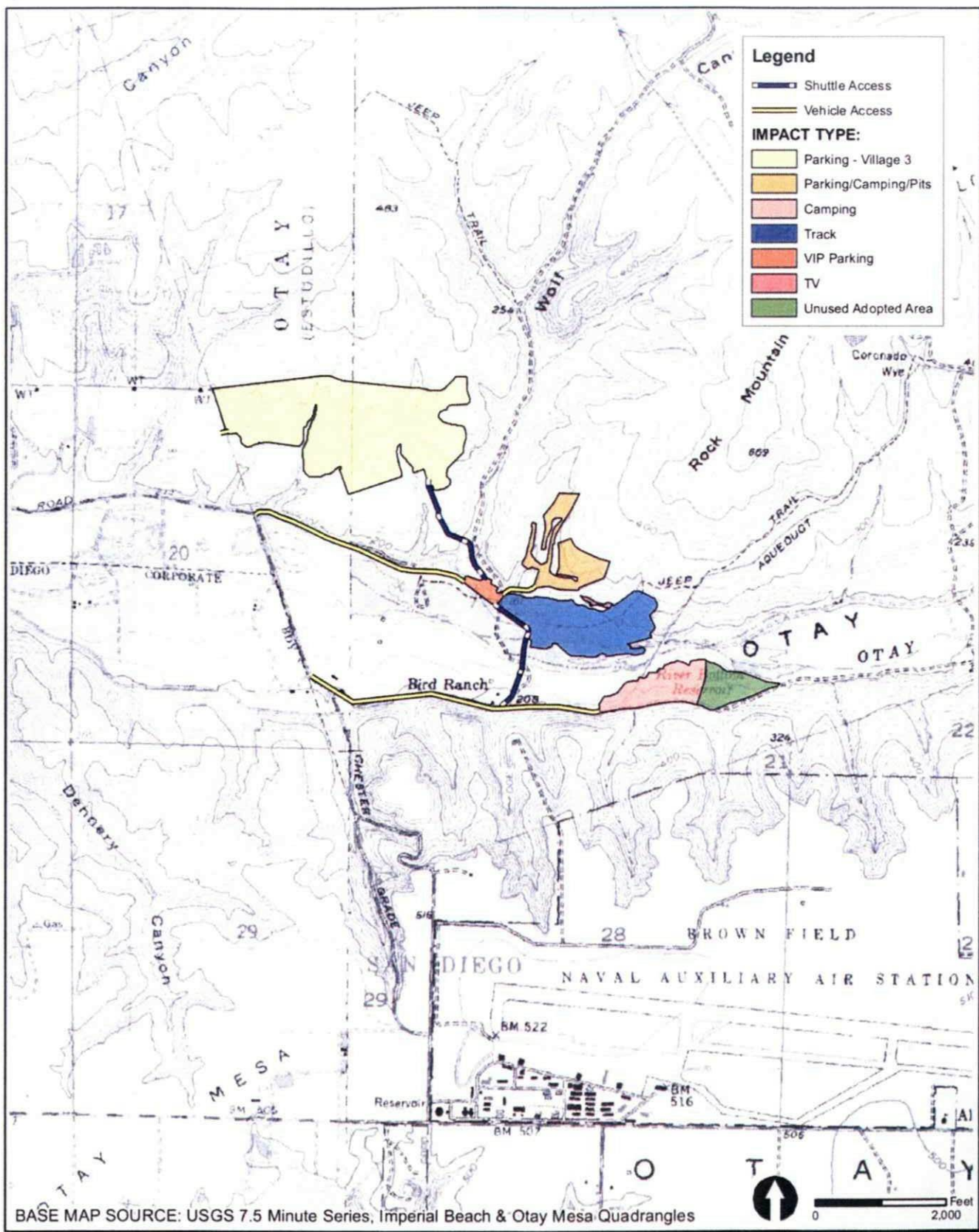


2008-2009 Temporary Championship Off-Road Racing - MND  
Regional Map

FIGURE  
1



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2008-2009 Temporary Championship Off-Road Racing - MND  
Vicinity Map

FIGURE  
2

Access to the racetrack from the general admission parking and lower camping areas is provided by several existing, unimproved access roads. The project site, specifically the racetrack and lower camping areas, are bordered on all sides by preserve lands designated by the City's MSCP Subarea Plan. Preserve areas adjacent to the project site include Wolf Canyon located east of the general admission parking area and the Otay River Valley corridor, which separates the racetrack from the lower camping area.

The existing conditions on the quarry site consist of land that has been fully disturbed by ongoing aggregate mining and processing operations. Current mining operations include rock drilling, blasting, resource extraction and processing, stockpiling of construction aggregate and waste products, and transportation of processed materials from the site to serve the market.

Mining on this portion of Otay Ranch has been ongoing since the early 1920s. Materials processing (crushing, screening, sorting, and stockpiling), loading, and hauling activities have been completed at the site being proposed for a racetrack. Mining, involving blasting, excavating, loading, and hauling also occurred on the proposed project site, and slowly moved northward as design elevations were reached. Operations were conducted up to 7 days per week, up to 24 hours per day, with extended hours in response to particular construction projects in the region.

As previously stated, the proposed racetrack, parking areas and other uses associated with the proposed project were intentionally sited and designed within fully disturbed areas. The intent of siting the project within previously disturbed areas was to avoid direct impacts to adjacent preserve areas. However, the southernmost portion of the project, including portions of the pit and vendor areas, is located within an area designated as Preserve within the City's MSCP Subarea Plan. This area was previously disturbed as a result of an unauthorized encroachment by a former quarry operator. Subsequent to the encroachment, the quarry's reclamation plan boundary was amended in 2006 to include the expansion area. To compensate for the southern encroachment, the amended reclamation plan was required to contain a conceptual restoration plan designed to restore this area back to a level consistent with the adjacent undisturbed Preserve areas following the completion of phased mining activities as described therein.

Surrounding land uses within the general vicinity of the project site include future Otay Ranch Village Three and the Otay Landfill to the northwest, developed residential uses to the south, and the Cricket Wireless Amphitheater and Knott's Soak City Water Park to the southwest.

## **PRIOR APPROVALS AND ENVIRONMENTAL DOCUMENTATION**

### *Otay Ranch General Development Plan/Subregional Plan Program EIR*

The Final Program Environmental Impact Report (Program EIR #90-01) for Otay Ranch General Development Plan/Subregional Plan (GDP/SRP) was prepared and certified jointly by the City of Chula Vista and County of San Diego. The Program EIR 90-01 addresses the environmental impacts of implementation of the Otay Ranch GPA/GDP/SRP and related documents, which include Facility Implementation Plans, a Village Phasing Plan, Phase One Resource Management Plan (RMP), and a Service/Revenue Plan.



As part of Program EIR 90-01, a Mitigation Monitoring and Reporting Program (MMRP) was prepared to define implementation of the mitigation measures described in the Program EIR. Relative to the project site, the Program EIR identified significant noise, biological resources, air quality, geology, cultural resources, paleontological resources and cumulative agricultural resource impacts associated with build-out of the site in accordance with the GDP.

Village Two, Three and Four (portion) SPA Plan and TM Second Tier EIR

The primary parking area for the proposed project is located within the Otay Ranch Village Three planning area. In accordance with the General Plan and Otay Ranch GDP, the site (as part of Village Three) is planned for industrial and open space uses. A SPA Plan has been prepared for Otay Ranch Villages Two, Three and portion of Village Four. A final EIR was certified for the proposed SPA and TM (EIR #02-02), on May 23, 2006. The EIR addresses buildout of Village Three in accordance with the SPA. Industrial uses are planned for the proposed event parking area. The EIR identified the following environmental issue areas as significant and unmitigable: Relative to the project site, this Second Tier EIR identified significant noise, biological resources, air quality, geology, cultural resources, paleontological resources and cumulative agricultural resource impacts associated with build-out of the site. Mitigation measures were provided to reduce impacts to these resources.

Issues addressed in the EIR that are relevant to the proposed action include potential impacts associated with air quality, paleontological resources, and geology and soils. In addition, data from biological surveys for this project were used to address biological impacts for the proposed 2008-2009 CORR events.

Hanson Aggregates Pacific Southwest, Inc., Otay Ranch Pit Amended Reclamation Plan, MND

The VIP parking area, pit area, track, and grandstands are fully located within the existing boundaries of the Otay Ranch Quarry Reclamation Plan. In April 2006, the State Mining and Geology Board prepared an MND that evaluated an amendment to the site's original reclamation plan approved by the County of San Diego in 1980 (RP79-09). The amendments included adjusting limits of the active quarry operations to include areas that were disturbed by a former quarry operator as a result of on-going extraction operations. The proposed amendments revised the current reclamation plan boundaries to include approximately 38 acres of fully disturbed land and eliminate approximately 29 acres of undisturbed land located within adjacent Wolf Canyon. Additionally, the proposed reclamation plan included a revised termination date for surface mining operations, identified a post mining land use, established monitoring criteria for mining operations, and provided a conceptual landscape/restoration plan and phasing for implementing the ultimate reclamation design. The MND addressed impacts associated with cultural resources, hazards and hazardous materials, and found them to be significant but mitigable.

Mitigated Negative Declaration (MND) for a Conditional Use Permit for a Temporary Championship Off-Road Race (MND IS-07-030)

As discussed in Section A, the proposed project site was previously used for off-road racing activities in 2007 as addressed in the MND for a CUP for Temporary CORR (IS-07-030) dated May 29, 2007. The environmental analysis in MND IS-07-030 addressed the potential impacts to the environment from event operations including site preparation, race activities, and post race clean-up. Issues addressed in the MND include Aesthetics, Air Quality, Agricultural Resources, Biological Resources, Cultural and Paleontological Resources, Geology and Soils, Hazards and Hazardous Materials, Hydrology and Water Quality, Noise Public Services, Transportation/Traffic, and Utilities and Service Systems. MND IS-07-030 concluded that the proposed project would result in potentially significant impacts associated with air quality, cultural and paleontological resources, geology/soils, hazards and hazardous materials, hydrology/water quality, public services, and transportation/traffic. All impacts were determined to be reduced to below significance through project design features and mitigation measures. This document is incorporated by reference and is available for review at the City of Chula Vista Planning and Building Department, 276 Fourth Avenue, Chula Vista, CA.

Addendum to Mitigated Negative Declaration IS-07-030

Following the first event held in June of 2007, an addendum to MND IS-07-030 was prepared in order to address minor changes to the previously approved project that would effectively improve event operations and internal access for the next scheduled race event on September 28-30, 2007. The proposed changes included an expansion of the Otay Ranch Village Three parking area and a new parking/camping area within the boundaries of the existing quarry. Based on the results of the updated technical studies, the proposed changes to the project would not result in any new environmental effects that were not considered in the MND IS-07-030, nor would the changes increase the severity of any of the impacts previously identified in MND IS-07-030. No new information of substantial importance became available after the preparation of the project MND. The mitigation measures identified in MND IS-07-030 were equally applicable to the revised project and were implemented in accordance with the adopted Mitigation Monitoring and Reporting Program (MMRP).

## **B. PROJECT DESCRIPTION**

The proposed project involves a Conditional Use Permit to operate two seasons (2008 & 2009) of temporary, off-road racing events within a portion of the existing Rimrock Quarry currently used for material stockpiling and equipment storage (*Figures 1 and 2*). The 2008 race events will occur over three non-consecutive weekends: July 25-27, September 12-14, and December 5-7. The 2009 schedule is not available at this time; however, race events are anticipated to be comparable to the 2008 event schedule with three non-consecutive weekend events tentatively scheduled between mid-June through November of 2009. Race-day events will generally occur from 7:00 am - 7:00 pm with restricted testing and qualifying sessions occurring on the Friday before each race event from 10:00 am - 5:00 pm.



Event-related activities include:

- Racing on Saturdays and Sundays of event weekends.
- Pre-race track trials and qualifications (Friday before event weekends).
- Friday through Sunday overnight camping for race participants and event attendees on event weekends.
- Event Parking.
- Shuttles carrying spectators from the parking and camping areas to the race track.
- Live music (not concerts) before, during and after race events.
- Nighttime security lighting.

Event racing will include six competition classes comprised of ATV's, Single Buggy, Super Buggy, Pro 4 (truck), Pro 2 (truck), and Pro Lite (truck). Each vehicle class will race once per day, with the exception of Pro Lite, which would run twice/day, for a total of seven races per day with each race separated by 15 to 20 minute intervals to allow for track grooming and watering. The number of participants and laps associated with each race is dependent upon vehicle class ranging from Super Buggy (38 participants running 10 laps) to Pro Lite (14 participants running 16 laps).

In addition to the event weekends, six one-day practice sessions are also proposed for both the 2008 and 2009 race seasons. Practice sessions are anticipated to occur throughout the race season. Practice sessions for the 2008 race season are preliminarily scheduled to occur as follows: two practice sessions between June 16 and July 23, two practice sessions between August 1 and September 10, and two practice sessions between September 21 and December 31. Although the 2009 schedule is not available at this time, two practice sessions would be anticipated to occur between January 1 and February 14, two between June 16 and September 15, and two between September 15 and December 31. The City will be given two weeks notice prior to each practice session. Non-event practice sessions are not open to the general public.

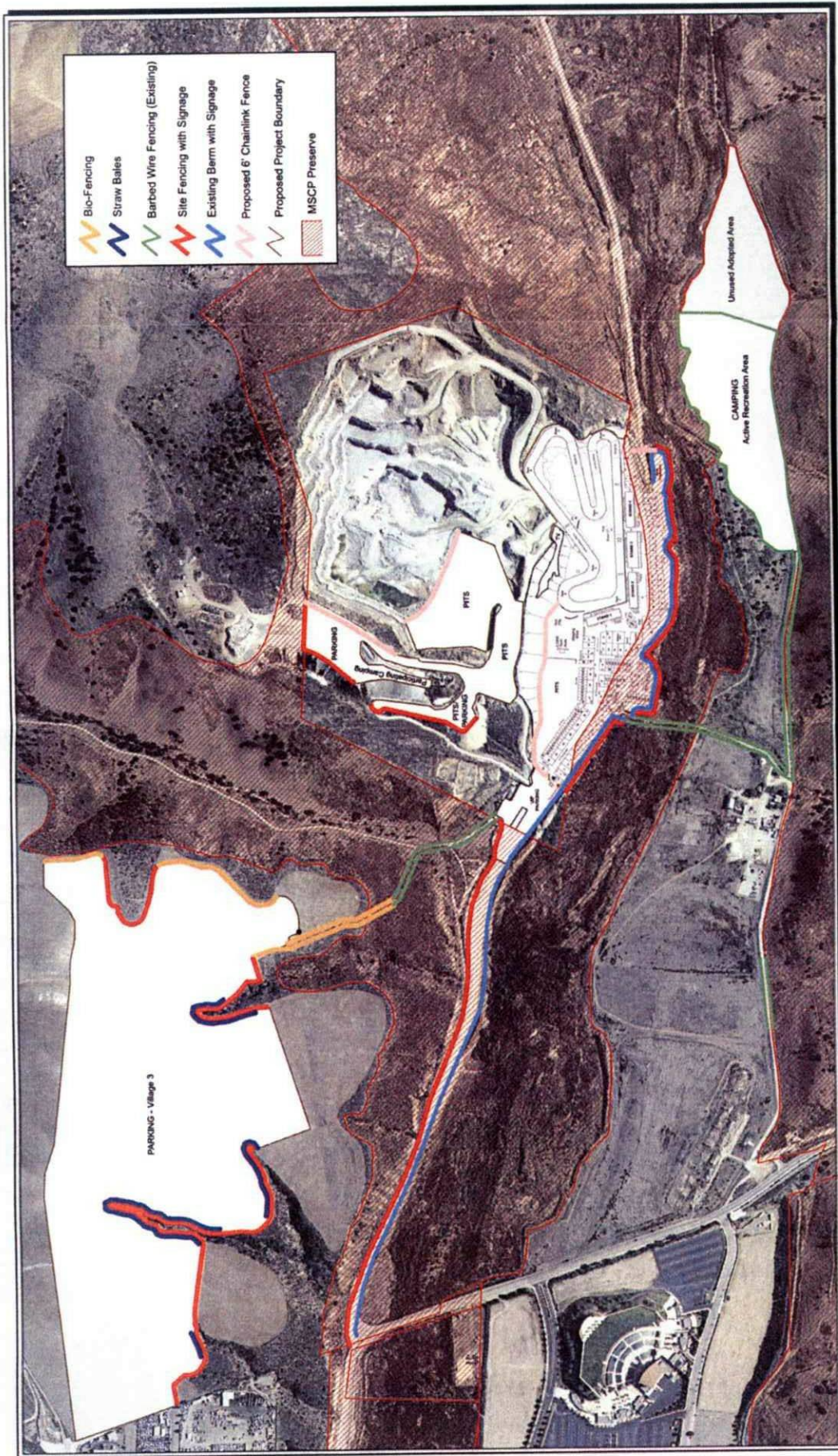
Non-event practice session activities include:

- Practice from 9:00 a.m. to 5:00 p.m. (will not run concurrent with quarry operations).
- Between 15 and 40 teams.
- A maximum of 12 vehicles on the track at any one time.
- A maximum of 6 laps run by a vehicle at any one time.
- Self-contained pit areas for tuning vehicles.
- An ALS ambulance and CORR safety truck on-site.

The nature of practice sessions is such that vehicles are not running constantly. There are continual interruptions during these sessions, including teams working on their vehicles in the pits, watering the track to control dust, and clearing the track to tow vehicles which have stopped running. As a result of these frequent interruptions, practice sessions do not run constantly.

The site layout and orientation of uses for the proposed project are graphically depicted on *Figure 3*. The site plan includes a temporary racetrack, stands/bleachers for spectators, food areas, pit areas for race participants, camping areas, and parking areas.





**2008-2009 Temporary Championship Off-Road Racing - MND  
Proposed Race Track Location**



Overnight camping is proposed within two designated areas: the upper camping area which is located within the existing quarry site, and the lower camping area within a 27-acre parcel designated for active recreational uses within the City's General Plan.

The project includes fencing to provide security and to prevent unauthorized access to adjacent Preserve areas. The project has been designed to maintain a minimum buffer of 100 feet to the MSCP Preserve around the general admission parking area and lower camping site. Areas where a 100-foot buffer cannot be established are separated from the preserve by topographic features, existing berms, and/or fencing.

The location of the track was sited in a manner that makes effective use of the existing topography and earthen berms as noise attenuation features. Specifically, an approximate 15 foot-high shear rock face separates the track from the adjacent open space areas located to the east. Similarly, an existing earthen berm approximately 6,500 feet in length and ranging from 10 to 14 feet in height, separates the main access road, track, pit, and vendor areas from open space areas located to the south. In addition, the proposed project also includes installation of noise attenuating vinyl sheets on the back of the grandstands south of the racetrack.

Vehicular access to the general admission parking area located within Otay Ranch Village Three will be provided via existing Energy Way. Vehicular entrances to the racetrack, VIP and handicapped parking lots, and the upper camping area will be provided via Wiley Road (existing quarry access) from Main Street. Access to the lower camping area is provided via an existing unpaved access road located off of Heritage Road. Pedestrian access through Wolf Canyon and across the Otay River will be prohibited. The event organizer will provide shuttles to transport race patrons from designated pick-up/drop-off locations within the general admission parking area and lower camping area to the racetrack. Parking for the event includes 2,847 spaces for general admission and VIP parking and 39 handicapped parking spaces consisting of 5 van accessible spaces and 34 automotive spaces.

Access to the general admission parking area in Otay Ranch Village Three will require minor modifications to the cul-de-sac located at the eastern terminus of Energy Way. Modifications to the Energy Way cul-de-sac include temporary replacement of the existing curb and chain link fence with asphalt driveway, and ancillary BMPs including but not limited to crushed gravel and/or "rumble plates".

Post-event activities consist of site clean up and installation of BMPs in accordance with the quarry's existing SWPPP. All trash and debris generated by the proposed project, including containers with hazardous materials/waste, will be removed and properly disposed of in accordance with local, state, and federal laws.

## **DISCRETIONARY ACTIONS/OTHER PROJECT APPROVALS**

A Conditional Use Permit (CUP) will be required to conduct the proposed temporary race events and non-event practice sessions. The following additional approvals will be required in order to implement the proposed project.

- City of Chula Vista Engineering: approval of the Stormwater Pollution Prevention Plan (SWPPP) and Traffic Control Plan;
- City of Chula Vista Police Department: approval of Security Plan and Traffic Control Plan; and
- City of Chula Vista Fire Department: approval of Emergency Medical Plan.

### **C. COMPLIANCE WITH ZONING AND PLANS**

The majority of the project site is part of the Otay Ranch General Development Plan (GDP) and Resource Management Plan (RMP). The GDP and RMP were approved by the County of San Diego and the City of Chula Vista in October of 1993. The GDP identifies conceptual development, circulation and open space plans. It is contemplated that each Village of Otay Ranch will be developed in accordance with a Sectional Planning Area (SPA) Plan, which will outline specific development standards and regulations and will function in the same manner as zoning regulations. Areas of the project site not covered by the Otay Ranch GDP include the track and pit areas located within the active quarry site. Those portions of the project are located in an area identified as "not a part" in the Otay Ranch GDP and RMP would not be subject to any of the requirements of the RMP or GDP, including conveyance requirements.

Current zoning for the site is Planned Community (PC). However, specific Planned Community District Regulations have not yet been adopted, and will be required as part of a future development within this area. The proposed activities will be a conditionally permitted use within the PC zone subject to a CUP. Because the use is temporary, it will not require amendments to the Chula Vista General Plan, or the Otay Ranch GDP.

#### Otay Ranch Pit Reclamation Plan

The Otay Ranch Pit Reclamation Plan was prepared in accordance with the Surface Mining and Reclamation Act (SMARA) of 1975. The reclamation plan details (1) the beginning and expected ending dates for each phase of mining activities; (2) all reclamation activities required; (3) criteria for measuring completion of specific reclamation activities; and (4) estimated costs for completion of each phase of reclamation. The total land area included in the adopted reclamation plan totals 157.7 acres. As described in the reclamation plan, the ultimate reclamation of the quarry would occur in a manner that would facilitate future development within this area consistent with the City's General Plan. Additionally, the adopted reclamation plan includes a biological restoration plan designed to restore previously disturbed Preserve areas back to a level consistent with the surrounding undisturbed open space Preserve areas to the south. Reclamation of the disturbed Preserve areas is not scheduled to occur until the completion of extraction activities associated with Sub-phase 5.3 and Sub-phase 5.4, respectively, which is approximately 25 years from present. Given the temporary, short-term nature of the project, no adverse impacts are anticipated that would prevent the ultimate reclamation of this site as detailed in the currently approved reclamation plan RP 79-09.



### City of Chula Vista Multiple Species Conservation Program Subarea Plan

The Multiple Species Conservation Program (MSCP) Subarea Plan was prepared by the City of Chula Vista in coordination with the Federal and State Regulatory agencies in order to implement the MSCP Subregional Plan within the City of Chula Vista. The City Council adopted the MSCP Subarea Plan on May 13, 2003. Subsequently, the Wildlife Agencies issued the City a Take Permit and signed the Implementing Agreement granting the City Take Authorization on January 11, 2005.

The existing quarry site is recognized by the City's MSCP Subarea Plan as a legal, non-conforming use, in operation at the time the underlying zone was established. As such, existing mining activities have continued to operate under legally existing permits. The City's MSCP Subarea Plan designates areas surrounding the quarry site as development areas of a covered project. Potential indirect impacts to the City's MSCP Subarea Plan are discussed below in Section E.

### Otay Valley Regional Park Concept Plan

The Otay Valley Regional Park (OVRP) Concept Plan was adopted in July 1997 by the Cities of San Diego and Chula Vista, and the County of San Diego. The OVRP identifies active recreation areas that are not a part of the Preserve, but are surrounded by Preserve areas. The OVRP Concept Plan does not change existing zoning or planned land uses, or add new development regulations, nor does it preclude private development in designated recreation areas consistent with existing zoning or planned land uses. The proposed project is a temporary use and would not prohibit future planning or use of the area, as contemplated in the OVRP.

## **D. PUBLIC COMMENTS**

On February 15, 2008, a Notice of Initial Study (NOI) was circulated to property owners and residents within a 500-foot radius of the proposed project site, as well as other interested parties. The notice period ended February 25, 2008. One written comment letter was received during the public review period and included comments pertaining to the project's consistency with the City's Multiple Species Conservation Program (MSCP) Subarea Plan. These issues are addressed in the Mitigated Negative Declaration sections below.

## **E. IDENTIFICATION OF ENVIRONMENTAL EFFECTS**

An Initial Study conducted by the City of Chula Vista (including the attached Environmental Checklist form) determined that although the proposed project could have a significant environmental effect, there would not be a significant effect in this case because mitigation measures described in Section F below have been added to the project. Therefore, the preparation of an Environmental Impact Report will not be required. This Mitigated Negative Declaration has been prepared in accordance with Section 15070 of the State CEQA Guidelines.

## Air Quality

To assess the potential air quality impacts of the project, an air quality assessment was prepared by Scientific Resources Associates (2008). The results of this analysis are summarized below.

### Thresholds of Significance

To determine whether a project would create potential air quality impacts, the City evaluates project emissions thresholds in accordance with the South Coast Air Quality Management District (SCAQMD) standards.

### Short-Term Operational Emissions

Short-term operational emissions were modeled to include spectator vehicles, RVs, concession support vehicles, shuttle buses, race participant vehicles, and water trucks. Emissions for offroad racing vehicles were based on recreational vehicle emission factors from the California Air Resources Board's (ARB) OFFROAD2007 model. To estimate emissions associated with project-generated traffic, the URBEMIS Model, Version 9.2.4 was used.

The results of the air quality modeling for short-term operational emissions are presented below in *Tables 1 and 2*. Based on the modeling results for unmitigated operational emissions (*Table 1*), the proposed project would exceed the SCAQMD's thresholds for CO, PM<sub>10</sub>, and PM<sub>2.5</sub>. Other project emissions associated with operational activities, including VOC, NO<sub>x</sub>, and SO<sub>x</sub>, would not exceed SCAQMD thresholds.

**TABLE 1: Unmitigated Short-Term Operational Emissions**

	Pollutant (pounds/day)					
	CO	VOC	NO <sub>x</sub>	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
SUMMER TOTAL	534.73	42.29	64.36	0.75	992.24	104.08
WINTER TOTAL	523.85	44.65	67.32	0.75	992.26	104.11
SCAQMD Threshold	<b>550</b>	<b>75</b>	<b>100</b>	<b>150</b>	<b>150</b>	<b>55</b>
Above Threshold?	No	No	No	No	Yes	Yes

There will be 15-minute intervals between races, during which time trucks would spray water on the track to control fugitive dust; thus there will be a minimum of 7 passes (7 races per day). Based on the control efficiency in the URBEMIS model, 3 passes of watering per day provides a 61 percent control efficiency on unpaved roads; therefore it was assumed that 6 passes per day would provide a 90 percent control efficiency. This would be consistent with the SCAQMD CEQA Air Quality Handbook (SCAQMD 1993), which projects a control efficiency of up to 85 percent for watering three times daily on unpaved roads. *Table 2* below presents a summary of mitigated operational emissions following implementation of dust control measures to control fugitive dust. Implementation of this mitigation would reduce emissions of PM<sub>10</sub> and PM<sub>2.5</sub> to below the significance thresholds.



**TABLE 2: Mitigated Short-Term Operational Emissions**

	Pollutant (pounds/day)					
	CO	VOC	NO <sub>x</sub>	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
SUMMER TOTAL	534.73	42.29	64.36	0.75	135.27	18.39
WINTER TOTAL	523.85	44.65	67.32	0.75	135.29	18.42
SCAQMD Threshold	<b>550</b>	<b>75</b>	<b>100</b>	<b>150</b>	<b>150</b>	<b>55</b>
<i>Above Threshold?</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>

The mitigation measures contained in Section F would reduce short-term operational related impacts to a level of less than significant. These measures are included as a part of the Mitigation Measure Monitoring and Reporting Program.

#### CO Analysis (Hot Spots)

In order to determine the potential for significant air quality impacts associated with CO emissions, an evaluation of CO hot spots was completed. This was done to determine if the proposed project emissions would exceed the acceptable regional criteria and violate the California ARB's CO standard of 20 ppm averaged over one hour.

The intersections evaluated included Nirvana Road and Main Street, where vehicles would turn from Main Street to access the parking lot; and the intersection of Nirvana Road and Energy Way, where vehicles would turn to access the parking lot. Future CO projections for these intersections were modeled using the existing lane configurations. The projected traffic volumes were then modeled using the CALINE4 dispersion model and the resultant values were added to the ambient concentration. Based on the results of the CO hot spot analysis, the proposed project would result in a maximum-one hour concentration of 5.7 ppm at the intersection of Nirvana Road and Main Street, which is below CARB's significance threshold of 20 ppm. Therefore, impacts associated with CO emissions are considered less than significant.

#### Non-event Practice Session Emissions

Practice sessions would be held prior to the racing events. Emissions were calculated in the same manner that was used to determine event-related emissions, and the results are presented below in *Tables 3 and 4*. Short-term operational emissions were modeled for practice attendee vehicles, transport vehicles, and race participant vehicles.

Based on the modeling results for unmitigated non-event practice session emissions (*Table 3*), the proposed project would exceed the SCAQMD's thresholds for PM<sub>10</sub>. Other project emissions associated with operational activities, including CO, VOC, NO<sub>x</sub>, SO<sub>x</sub>, and PM<sub>2.5</sub> would not exceed SCAQMD thresholds.

**TABLE 3: Unmitigated Non-event Practice Session Emissions**

	Pollutant (pounds/day)					
	CO	VOC	NO <sub>x</sub>	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
SUMMER TOTAL	60.86	7.14	9.58	0.40	378.84	38.38
WINTER TOTAL	61.80	7.00	10.05	0.40	378.84	38.38
SCAQMD Threshold	<b>550</b>	<b>75</b>	<b>100</b>	<b>150</b>	<b>150</b>	<b>55</b>
<i>Above Threshold?</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>Yes</i>	<i>No</i>

Table 4 below presents a summary of mitigated operational emissions following implementation of dust control measures to control fugitive dust. Implementation of this mitigation would reduce emissions of PM<sub>10</sub> to below the significance thresholds. Impacts would be less than significant with mitigation incorporated.

**TABLE 4: Mitigated Non-event Practice Session Emissions**

	Pollutant (pounds/day)					
	CO	VOC	NO <sub>x</sub>	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
SUMMER TOTAL	60.86	7.14	9.58	0.40	49.84	5.48
WINTER TOTAL	61.80	7.00	10.05	0.40	49.84	5.48
SCAQMD Threshold	<b>550</b>	<b>75</b>	<b>100</b>	<b>150</b>	<b>150</b>	<b>55</b>
<i>Above Threshold?</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>

Implementation of the mitigation measures in Section F below would reduce potential air quality impacts associated with non-event practices sessions to a level of less than significant.

#### Global Climate Change

Greenhouse gas emissions associated with the proposed project were estimated for vehicles using the URBEMIS and EMFAC2007 Models. Emissions of CO<sub>2</sub> would be 7.81 tons from transport and concession vehicles and shuttle buses. For practice sessions, emissions from participants traveling to the site would be 7,541 pounds, and racing vehicle emissions would be 3.07 tons. Emissions of CO<sub>2</sub> from vehicles traveling to the site would be 36,564 pounds per summer day and 36,004 pounds per winter day. Total operational emissions were estimated at 142.64 tons per year, in comparison with California state-wide emissions of 492 million metric tons per year.

Recognizing public interest regarding climate change and recent California legislation on this topic, this section provides information and analysis on climate change related to the proposed project. The information provided is based on recently established State of California goals for reducing greenhouse gas (GHG) emissions as well as a project-specific emissions inventory developed for the project. Because climate change implications resulting from individual project decisions is relatively new within CEQA, the analytical approach is based on the limited amount of currently available research and legal direction, and initial policy directives of the City of Chula Vista to quantify GHG emissions resulting from the project for purposes of public



disclosure and providing for informed decision-making as called for in the CEQA Guidelines (Section 15146).

The USEPA does not currently regulate GHGs. Notwithstanding the lack of USEPA regulation of GHG emissions, in 2006 the California State Legislature adopted Assembly Bill No. 32 (AB 32), the California Global Warming Solutions Act of 2006. AB 32 requires the California Air Resources Board (CARB), the state agency charged with regulating statewide air quality, to adopt rules and regulations that would achieve GHG emissions equivalent to statewide levels in 1990 by 2020. AB 32 establishes a multi-year timeline for the development and implementation of GHG reporting and mitigation policy.

Executive Order S-01-07 was issued by the Governor of California on January 18, 2007. Essentially, the order mandates the following: (1) that a statewide goal be established to reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020; and (2) that a Low Carbon Fuel Standard for transportation fuels be established for California. CalEPA is identified as the lead in coordinating implementation of Executive Order S-01-07 while CARB is identified in AB-32 as establishing statewide GHG emissions standards. Coordination between CARB and CalEPA will be needed to implement the requirements of AB-32 and Executive Order S-01-07.

In summary, current State of California guidance and goals for reductions in GHG emissions are generally embodied in AB-32 and Executive Order S-01-07. AB-32 establishes a goal of reaching 1990 levels by 2020 and describes a process for achieving that goal. Executive Order S-01-07 generally calls for the following for reduction of GHG emissions:

- 2000 levels by 2010 (11 percent below business-as-usual)
- 1990 levels by 2020 (28.8 percent below business-as-usual)
- 80 percent below 1990 levels by 2050.

Based on this guidance, project-related impacts and mitigation measures for GHG should focus on the project's contribution towards achieving the emissions reduction targets for 2010, 2020 and 2050. As such, a typical development project may consider design features that improve energy efficiency above "business as usual" standards. Over the long-term, and on a cumulative basis, such measures would have the effect of reducing GHG emissions. However, because the proposed project is short-term and temporary, its contribution to cumulative GHG emissions over the planning period for State-wide GHG emission reduction strategies is negligible.

In addition, CORR will implement feasible emissions reducing practices such as offering preferred parking for carpools, participation in a recycling program, prohibiting diesel fueled vehicles from idling and using bio-diesel and ethanol powered machinery where practical (i.e., generators). The emissions reducing practices described above have been incorporated into the project design and shall be regulated by conditions included in the CUP. Impacts would be less than significant.

## **Biological Resources**

A Biological Resources Report and Impact Analysis was prepared by Dudek (2008) to assess the potential biological resource impacts of the project. A copy of the biological resources report is available for review at the City's Planning and Building Department. Focused surveys for the California gnatcatcher were conducted on May 18 and 25, and June 2, 2007. Additionally, presence/absence surveys for the least Bell's vireo were conducted between April 27 and July 30, 2007.

The 175.6-acre project site consists of 119.2 acres of annual (non-native) grassland and 56.4 acres of developed/disturbed land (*Figure 4*). The general admission parking area, lower campsite, southern portions of the track site, and grandstand areas are designated as Development Areas of a Covered Project under the City's Multiple Species Conservation Program (MSCP) Subarea Plan. The majority of the track, upper pits, and upper camping area are designated as a Minor Amendment Area under the City's MSCP Subarea Plan. The remainder of the site, specifically the southernmost portions of pit and venter areas are within preserve areas that have been fully disturbed as a result of on going mining activities. The surrounding land to the north, south, east, and west consists primarily of 100 percent Preserve areas.

## **Direct Impacts**

### **Vegetation Communities**

Based on the results of the biological report, implementation of the proposed project would result in direct impacts to 119.2 acres of annual (non-native) grassland and 56.4 acres of developed/disturbed land. Site preparation for the general admission parking and lower camping areas (i.e., grassland areas) would consist of mowing in conjunction with ongoing agricultural operations, such that roots and approximately one inch of vegetation would remain intact to stabilize the soil. Thus, upon completion of the race events the vegetation would return to pre-project conditions without the need for active restoration. Therefore, impacts to annual grassland within the parking and camping areas are considered less than significant.

The remainder of the site, including the proposed track, VIP parking, pits, upper parking/camping areas and ancillary access roads consists of lands that have been fully developed/disturbed as a result of ongoing quarry operations. Impacts to developed disturbed lands are considered less than significant.

### **Sensitive Plants**

No state- or federally-listed endangered or threatened species or covered species under the City's MSCP Subarea Plan were observed within the project boundary. Due to the extent of disturbance present, lack of suitable soils, and known occurrences in the site vicinity, none are expected to occur. Therefore, direct impacts to sensitive plant species are considered less than significant.



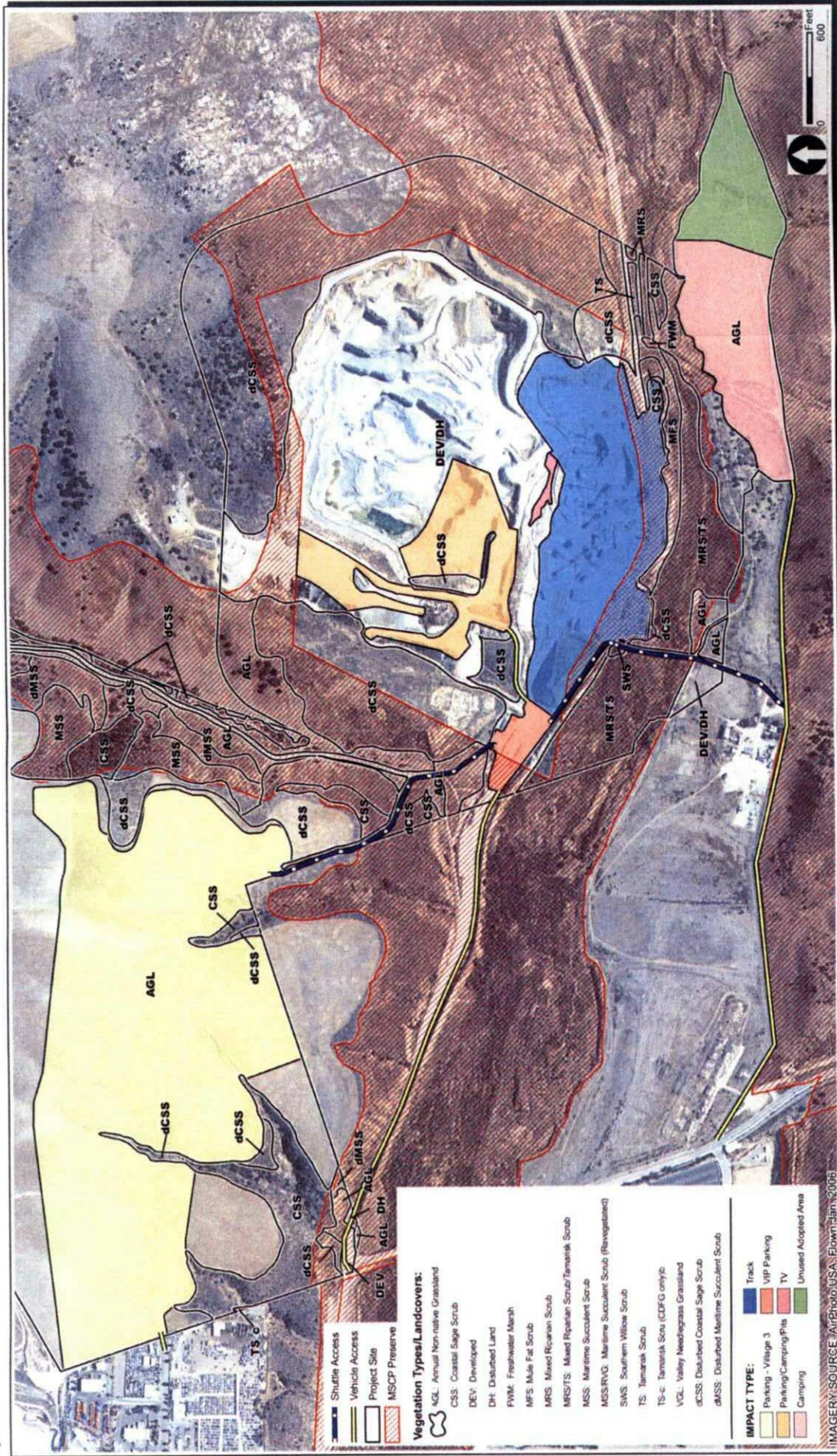


FIGURE 4  
2008-2009 Temporary Championship Off-Road Racing - MND  
Biological Resources



## Sensitive Wildlife

Based on the survey results presented in the biological report, no state- or federally-listed threatened or endangered animal species, or covered species under the City's MSCP Subarea Plan, or evidence of nesting birds (i.e., nest building, territorial defense, transport of nesting material or food for young, etc.) was identified within the boundaries of the project site. Given the extent of disturbance over the project site, the potential for sensitive wildlife species to nest within the study area is considered low. However, Burrowing Owls are known to occur in the vicinity and can nest in burrows found on disturbed agricultural land. Impacts to this species could occur as a result of site preparation (mowing) of the general admission parking area and lower camping area. Impacts to this species would be considered significant. Implementation of the mitigation measures contained in Section F of this MND would reduce impacts to burrowing owls to a level of less than significant.

Areas containing non-native grasslands have a moderate potential to provide foraging habitat for several avian species. As discussed above, site preparation does not involve soil disturbance that would result in a permanent loss of foraging habitat. Rather, site preparation involves mowing of the general admission parking and lower camping areas (i.e., grassland areas) such that roots and approximately one inch of vegetation would remain intact to stabilize the soil. Thus upon completion of the race events, the vegetation would remain in-place and return to pre-project conditions. The proposed project would not result in a condition that would preclude continued use of these areas as foraging habitat. Impacts to potential foraging habitat are temporary and less than significant.

## **Indirect Impacts**

Vegetation communities located in adjacent Preserve areas include coastal sage scrub, disturbed coastal sage scrub, disturbed maritime succulent scrub, freshwater marsh, mule fat scrub, mixed riparian scrub, mixed riparian scrub/tamarisk scrub, southern willow scrub, and tamarisk scrub. These vegetation communities are located outside of the project boundaries and would not be directly impacted by the project. Indirect impacts to sensitive biological resources are discussed below.

As discussed in the biological report, areas adjacent to the project site support both the Coastal California gnatcatcher (*Polioptila californica californica*) and the least Bell's vireo (*Vireo bellii pusillus*). The Coastal California gnatcatcher is listed as a federally threatened species, a California Department of Fish and Game (CDFG) species of special concern, and is a Covered Species under the City's MSCP Subarea Plan. A protocol survey for the Coastal California gnatcatcher was conducted between May and June 2007. During the focused surveys, six pairs of gnatcatchers were detected, including one family group, four pairs in the eastern portion of the survey area and two in the northwestern portion. All detected species were observed outside the boundaries of the project footprint. The location and identity of these observations are discussed in detail in the biological resources report prepared by Dudek dated April 2008. The biological report concluded that the proposed project would not result in direct impacts to the gnatcatcher. However, the proposed project has the potential to result in indirect impacts as a result of edge effects to the species and or their habitat. Indirect impacts to the gnatcatcher are considered



significant and require the implementation of mitigation measures identified below in Section F. By implementing the proposed mitigation, impacts to this species will be reduced to a level below significance.

The results of the biological surveys also detected the presence of the least Bell's vireo adjacent to the project area, specifically in areas located immediately south of the track. The least Bell's vireo is listed as a federally endangered species, a California Department of Fish and Game (CDFG) endangered species, and is a Covered Species under the City's MSCP Subarea Plan. Presence/absence surveys for the least Bell's vireo were conducted in accordance with the currently accepted U.S. Fish and Wildlife Service (USFWS) protocol (January 19, 2001) which included eight visits (with approximately 10-day intervals) to the site between April and July 2007. The survey results indicated that four individual species were observed within the adjacent southern willow scrub and mixed riparian scrub/tamarisk scrub habitat just south of the track location, outside the boundaries of the project footprint. The location and identity of these observations are discussed in detail in the biological resources report prepared by Dudek dated April 2008. The biological report concluded that the proposed project would not result in direct impacts to the least Bell's vireo. However, the proposed project has the potential to result in indirect impacts as a result of edge effects to the species and or their habitat. Indirect impacts to the least Bell's vireo are considered significant and require the implementation of mitigation measures identified below in Section F. By implementing the proposed mitigation, impacts to this species will be reduced to a level below significance.

#### Adjacency Management

In order to minimize edge effects to the City's Preserve, adjacency management guidelines are included in the Subarea Plan. All new developments located adjacent to the Preserve are required to adhere to these guidelines. Although the proposed project is not a development project, adjacency guidelines are considered for the temporary event series. These guidelines fall into the following categories: drainage, toxic substances, noise, lighting, unauthorized access, and invasive species.

#### *Drainage*

The project has the potential to result in indirect impacts associated with dust and erosion/deposition, and runoff into offsite areas containing sensitive biological resources. As described under Hydrology and Water Quality, runoff from the racetrack, spectator area and pit areas would drain into one of three desilting basins that will be temporarily converted to retention basins. In addition, BMPs would be implemented during site preparation, operation of the races, and post-operation to mitigate potential impacts associated with urban runoff into sensitive habitat areas. Similarly, as described under Hazards and Hazardous Material, BMPs would be implemented during all phases of the project to mitigate for potential impacts associated with hazardous waste/toxins entering drainages. These BMPs would be specified in the SWPPP that will be prepared for City review and approval. Implementation of the Hydrology and Water Quality mitigation measures contained in Section F of this MND would reduce impacts associated with project runoff to a level of less than significant.

### *Toxic Substances*

The project would involve the use, transport, storage, handling and disposal of toxic substances such as gasoline and other automotive fluids. Use of these substances would occur for a short duration of time for this event. No use of these substances would occur in the MSCP Preserve. As discussed under the Hazards and Hazardous Materials section, BMPs would be implemented during all phases of the project to mitigate for potential impacts associated with hazardous waste/toxins entering drainages. These BMPs would be specified in the SWPPP that will be prepared for City review and approval. Implementation of the Hydrology and Water Quality mitigation measures contained in Section F of this MND would reduce impacts associated with hazardous substances to a level of less than significant.

### *Noise*

Based on the results of the noise report (Dudek April 2008), at the closest riparian habitat area located directly south of the racetrack the hourly noise levels associated with the proposed project (without the use of fireworks) would range up to 73 dBA Leq. As previously discussed, the existing site conditions consist of on-going mining operations including rock drilling, blasting, resource extraction and processing, stockpiling of construction aggregate and waste products, and transportation of processed materials from the site to serve the market. Historical noise levels (i.e., over past 30- years) within adjacent preserve areas range up to 75 dBA Leq but vary day to day based on daily activities and equipment usage. The fluctuation of noise levels is evident based on results of on-site monitoring conducted in 2007, 2008, and the modeling efforts used to determine historical noise levels.

As a conditional approval for the 2007 event, the project proponent was required to perform acoustical and biological monitoring of the event held in June in order to provide a qualitative evaluation of the observations recorded by the biological monitor relative to the monitored event noise levels. As anticipated in the previous MND (IS 07-030), the actual hourly operational noise levels measured at the closest preserve area located directly south of the track area ranged from 65 to 76 dBA Leq, which was within the range of existing (2007 ambient) and historical (estimated pre-2007) noise levels.

Concurrent with the acoustical monitoring, the June 2007 event was also monitored to ascertain the effects of the project on sensitive biological resources located within adjacent preserve areas. Species observed during the two-day event monitoring included: yellow-breasted chat, California quail, snowy egret, white-tailed kite, red-tailed hawk, great blue heron, tricolored blackbird (MSCP covered species), least Bell's vireo (MSCP covered species), California gnatcatcher (MSCP covered species), northern harrier (MSCP covered species), American crow, song sparrow, brown headed cowbird, yellow warbler, California towhee, European starling, mockingbird, Bewick's wren, blue grosbeak, common yellowthroat, mourning dove and Anna's hummingbird. The results of the biological monitoring of the event concluded that fireworks discharged during the main event caused a brief disruption of "normal" bird activities (i.e., foraging, nest building, territorial defense, transport of nesting material or food for young, etc.). During the fireworks display, the biological monitor noted that numerous birds flew from the area but, due to the short duration of the activity, birds were observed to quickly return to the



habitat. Overall, except for the brief time period when the fireworks display took place, bird activity remained normal and the birds did not seem to be largely affected by the noise resulting from racing activities. Based on the results of the biological monitoring, fireworks were prohibited for subsequent events. Likewise, based on the results of the 2007 biological monitoring of the event, use of fireworks is prohibited for the proposed 2008-2009 event.

Based on the updated biological survey results for the proposed 2008-2009 events, special status species that were observed before and during the race event were also observed after the events. Based on these observations, the biological report concluded that the California gnatcatcher, least Bell's vireo, and other observed special status wildlife activity were generally unaffected by the race event in 2007. The biological monitoring of the 2007 June events described above support this conclusion. Therefore, based on the results of the biological monitoring, incorporation of project design features including earthen berms and acoustical mats, and prohibited use of fireworks, indirect impacts to sensitive biological resources associated with operational noise are considered less than significant.

### *Lighting*

Temporary safety lighting associated with the proposed project would be limited to the pit area, spectator area, general parking area and camping area. The lighting for these areas would be directed downward, and away from the Preserve. The track portion of the project site would not be lighted, and no race events would occur at night. Light spillage into adjacent Preserve areas would be considered a significant impact. Implementation of the mitigation measures contained in Section F of this MND would reduce impacts associated with lighting to a level of less than significant.

### *Unauthorized Access*

Given the close proximity of the project site to the Preserve, there is the potential for unauthorized access of event patrons to enter sensitive biological resource areas. Ingress and egress throughout the proposed project site will be limited to existing access roads, and pedestrian use of the access roads from the general admission parking area and lower campsite is prohibited. As a condition of project approval, the event operator will be required to provide controlled shuttle services to transport patrons from the general admission parking area and lower campsite to the track area. Additionally, In order to address these issues, features have been incorporated into the project design to minimize water quality impacts. The project has been designed to maintain a minimum buffer of 100 feet from the MSCP Preserve around the general admission parking area and lower camping site. Areas where a 100-foot buffer cannot be established are separated from preserve areas by topographic features, existing berms, and/or fencing. Implementation of the mitigation measures contained in Section F of this MND will reduce the potential for unauthorized access into the Preserve to a level of less than significant.

### *Invasive Species*

The project does not propose landscaping or erosion control BMPs that would introduce invasive species to adjacent Preserve areas. Impacts associated with the potential to introduce invasive species are considered less than significant.

### **Cultural Resources**

Archaeological investigations were conducted on the project site for the 2007 CORR event and were previously addressed in MND IS-07-030. The previously adopted MND IS-07-030 concluded that implementation of the proposed project could result in significant impacts to two of the fourteen previously recorded sites. The two sites determined to be significant pursuant to CEQA (Section 15064.5) included SDI-9976 and SDI-12,291b. Impacts to these sites were avoided during the 2007 events through implementation of mitigation measures contained in the Mitigation Monitoring and Reporting Program (MMRP) adopted for MND IS-07-030. The mitigation measures implemented for MND IS-07-030 included fencing of significant areas to prevent any intrusion from camping, racing, and parking activities and on-site archeological monitoring during site preparation activities involving mowing.

An updated letter report has been prepared by Brian F. Smith & Associates (2008) to evaluate the proposed project's potential to impact the previously recorded archeological sites. A copy of the updated cultural resources letter report is available for review at the Planning and Building Department. Based on the results of the updated letter report, the mitigation measures adopted as part of MND IS-07-030 would be required to reduce potentially significant impacts to SDI-9976 and SDI-12,291b. These mitigation measures are contained in Section F of this MND. Implementation of the mitigation measures contained in Section F would reduce significant impacts to archeological resources to a level of less than significant.

### **Geology and Soils**

There are no known geophysical conditions present that would expose people to significant geological hazards. Compliance with the building design and construction requirements of the Uniform Building Code would avoid potentially significant structural impacts associated with the grandstands resulting from seismic activity. Consequently, construction requirements associated with the temporary grandstands would be regulated by conditions included in the approved Conditional Use Permit (CUP). The project would have the potential to result in significant erosion impacts. Erosion control measures and erosion BMPs are identified in Section F under Hydrology and Water Quality, and would mitigate potential impacts resulting from erosion to less than significant. The erosion control measures and erosion BMPs would also be identified in the SWPPP that would be prepared for City review and approval. With implementation of the mitigation measures contained in Section F below, impacts resulting from potential soil erosion would be reduced to a level of less than significant.



## **Hazards and Hazardous Materials**

The proposed project would involve the transport, storage, and handling of hazardous materials including gasoline and various engine fluids. Hazardous materials would be placed in an enclosure that prevents contact with runoff or spillage into a storm water conveyance system. Storage, wash, and maintenance areas for race vehicles and hazardous materials/waste, as well as portable restroom facilities would be lined with an impervious material to contain leaks and spills. Additionally, these areas would have a roof or awning to minimize direct precipitation within the secondary containment area. Impacts resulting from exposure to leaks/spills of hazardous materials would be considered significant. Compliance with the City's 2007 Fire Code and implementation of the mitigation measures pertaining to hydrology and water quality contained in Section F of this MND would reduce potential impacts related to hazardous materials to a level of less than significant. Project compliance with the City's 2007 Fire Code would be regulated by conditions included in the approved CUP.

## **Hydrology and Water Quality**

The project would involve activities that have the potential to result in potential impacts to hydrology and water quality. During race events and non-event practice sessions, runoff from the site has the potential to contribute pollutants, including oil and grease, suspended solids, metals, gasoline, and pathogens to adjacent receiving waters within the Otay River. Once the temporary event series is complete, Quarry operations will resume and implementation of post-project BMPs will be performed in accordance with the quarry's existing SWPPP. Pollutants of concern associated with the proposed project are grouped into the following categories:

- *Sediments (Total Suspended Solids – TSS)*: anticipated pollutant from race track and non-paved parking areas
- *Metals*: anticipated pollutant from pit service area, race track, vehicle wash area, and parking lots
- *Oil and Grease*: anticipated pollutant from pit service area, race track, vehicle wash area, and parking lots
- *Trash, Debris & Floatables*: anticipated pollutant from entire site (includes paper, plastic, food waste, etc.)
- *Bacteria and Viruses*: anticipated pollutant from restroom facility, trash storage areas, and food/beverage areas
- *Organic Compounds and Oxygen-Demanding Substances*: anticipated pollutant from pit service area, racetrack, vehicle wash area, parking lots, restroom facilities, and food/beverage areas

In order to address these issues, features have been incorporated into the project design to minimize water quality impacts. The project has been designed to maintain a minimum buffer of 100 feet to the MSCP Preserve around the general admission parking area and lower camping site. Areas where a 100-foot buffer cannot be established are separated from the Preserve by topographic features, existing berms, and/or fencing. In addition, the proposed project has been sited within the existing quarry that currently operates under an approved SWPPP. Proposed improvements to existing BMPs include converting two of the site's existing detention basins

located along the Otay River to the south to retention basins in order to ensure that runoff associated with the temporary events would not drain into adjacent Preserve areas. Runoff from the track drains to three infield retention basins.

With project design features, potential impacts to water quality may still occur and would be considered significant. Project related runoff including short-term erosion impacts would be reduced to a less than significant level by converting the site's existing detention basins to retention basins and installation of temporary erosion control devices required by the City's NPDES Permit. In accordance with NPDES compliance standards, the project applicant shall obtain an NPDES Permit for Construction Activity from the SWRCB. Adherence to all conditions of the General Permit for Construction Activity is required. The applicant shall be required under the SWRCB General Construction Permit to develop a SWPPP and a Monitoring Program Plan. The SWPPP shall specify both construction and post-construction structural and non-structural pollution prevention measures. The SWPPP shall also address operation and maintenance of post-construction pollution prevention measures, including short-term and long-term funding sources and the party or parties that will be responsible for the implementation of said measures. Preparation of a SWPPP to the satisfaction of the City Engineer is included in Section F as a mitigation measure to reduce potential impacts to water quality to less than significant. BMPs identified in the SWPPP may include, but are not limited to the following:

Containment Areas - BMPs utilized during Race Events include secondary containment at vehicle maintenance (pit) areas, hazardous materials storage areas, vehicle wash stations, portable bathrooms, trash disposal and materials storage areas. Additionally, any fuel drum storage and used oil storage areas will be contained and also bermed. Hazardous materials are to be placed in closed containers to prevent contact with runoff and to prevent spillage to the storm water conveyance system. Secondary containment, such as berms or dykes, will also be provided. Vactor trucks will be used to remove runoff from the containment areas and the collected runoff will be disposed of in accordance with City standards. Hazardous Waste containers will remain covered at all times. Run-on from adjacent areas will be prevented from coming into contact with the containment areas. Attached lids are provided on all trash containers to minimize direct precipitation.

Site Runoff - Two desilting basins will be used as retention basins. Outlets will be blocked off so that no runoff will be allowed to discharge from these basins. At the conclusion of each racing event, accumulated debris and pollutants will be removed from these basins and disposed of in accordance with City standards. A temporary perimeter fence will be installed prior to commencement of racing events to prevent the escape of wind blown trash and debris. There is an existing earthen berm along the southern edge of the proposed race track facilities that also prevents direct run-off into the Otay River.

Maintenance - Dust and trash control measures are included as well. To further inhibit sediment migration, the track is watered between races. Access roads and parking areas will be routinely watered as well. Onsite trash collection is provided throughout the event. Parking areas are mowed, and have bio-filters and/or silt fences were necessary. The mowed areas serve as a BMP to treat oil and grease from parked vehicles.

There are no permanent utilities at the site. Generators, water trucks, a vactor truck, and portable restroom facilities will be utilized. No temporary facilities will remain on site



after the final race event. Long-term maintenance of all remaining BMPs shall be performed and monitored in accordance with the quarry's existing SWPPP.

Access Roads - There is one proposed access road into the proposed racetrack site. This will be used for public access and emergency access during race events. The main entrance to the facility is from the intersection of Main Street and Heritage Road and runs eastward on Wiley Road toward the existing rock quarry. The main access road has a crushed asphalt base, 6" in depth from Main Street to the racetrack area main entrance. Maintenance will be continuous during race events. The event operator will be responsible for the maintenance of these entrances and all other BMPs described herein.

Tracking - To insure that no tracked sediment reaches the storm drain system, a sweeper truck is employed to remove any sediment deposited onto Main Street, Heritage Road, and Energy Way due to increased traffic during race events. All efforts will be made to prevent mud from being tracked onto public roads. In no case will vehicles be permitted to drive on, or park in muddy areas, or to leave the site without first removing any accumulations of loose mud. In the event of rain, all race events will be rescheduled.

Wind Erosion/Dust Control - Silt fencing is provided at the southerly berm (along the main event area) to prevent escape of trash, debris or sediment to the surrounding area. This BMP is designed to capture wind-blown pollutants. To enhance the dust control efforts, the track, pit, and vender areas, including all associated access roads will be periodically watered. To enhance trash control efforts, onsite trash collection is provided throughout race events.

The proposed project would not involve pumping of groundwater and would therefore not result in the possibility of depletion of groundwater supplies. The proposed project does not involve the construction or placement of permanent structures within a 100-year flood zone.

The project would not directly discharge to an existing storm drain system and would not alter any drainage pattern. Therefore, no impact upon storm water conveyance capacities would occur.

The mitigation measures contained in Section F below would mitigate potential impacts to Hydrology and Water Quality to below a level of significance. These measures are included as a part of the Mitigation Monitoring and Reporting Program.

## Noise

In order to assess potential noise impacts of the proposed project, a noise study was prepared by Dudek & Associates, entitled *20098-2009 CORR Racing Events – Environmental Noise Assessment*, dated April 11, 2008. The noise assessment analyzed the project with respect to the regulations contained in the Chula Vista Municipal Code (noise control ordinance). The results of the noise analysis are summarized below.

### ***Applicable Standards***

The City of Chula Vista noise ordinance exterior noise limit for single-family residences is 45 dB between 10 p.m. and 7 a.m. on weekdays, and between 10 p.m. and 8 a.m. on weekends. The daytime (between 7 a.m. and 10 p.m. on weekdays, and between 8 a.m. and 10 p.m. on weekends) exterior noise limit is 55 dB. The project's noise generating activities will occur during daytime, i.e., between 7 a.m. and 7 p.m. on weekdays, and between 8 a.m. and 7 p.m. on weekends. Consequently the 55 dB exterior noise criteria has been used to evaluate the project's potential noise impacts upon the nearest residences. The 70 dB exterior noise criteria has been used for our evaluation of the project's potential noise impacts upon the nearest industrial land use. However, the proposed project is classified as a temporary outdoor gathering, and as such is considered to be exempt from the provisions of the Ordinance, pursuant to Section 19.60.060 (B). Chapter 19.68 of the City of Chula Vista Municipal Code provides the performance standards and noise control regulations in the City. Section 19.68.060 exempts:

*"...occasional outdoor gatherings, public dances, shows and sporting and entertainment events, provided the events are conducted pursuant to a permit or license issued by the city relative to the staging of the events."*

As previously noted, the race events and practices sessions would occur on a periodic basis and as opposed to permanent uses operating under a fixed schedule. The noise generated will be intermittent in that races would not occur continuously. It is a sporting and entertainment event, and therefore is not covered by the noise control ordinance.

The City's General Plan Noise Element contains land use/noise compatibility guidelines for various types of uses. The City considers an annual noise level of 65 dB CNEL to be compatible with residential land uses. The General Plan states that the compatibility guidelines are not intended to conflict with or contradict the Noise Ordinance, but provide guidance for total noise exposure, including traffic noise and other sources that are not regulated by the Noise Ordinance.

### ***Existing Conditions***

Existing noise levels at the site were monitored on January 22, 2008 between the hours of 10:00 a.m. and 1:00 p.m. The noise measurement locations are illustrated on Figure 5 and depicted as Sites 1 through 8. Existing noise levels recorded on site ranged between 45 dBA Leq (location 4) and 61 dBA Leq (location 1). Noise levels at the quarry and adjacent areas vary depending on the daily activities and output. The measured noise levels adjacent to the quarry area are lower than the historical levels (i.e., past 30-years), which ranged from approximately 65 to 75 dBA Leq. This is due in part to the quarry experiencing a transition period where temporary rented equipment from the site has been removed and new, permanent equipment is being brought to the site. It is anticipated that once the new equipment is operating the quarry noise levels will be consistent with the historical noise levels.





FIGURE 5

2008-2009 Temporary Championship Off-Road Racing - MND  
Noise Measurement Locations



### ***Operational Event Noise***

Noise associated with the project would consist of weekend off-road truck and buggy races. Ancillary activities associated with the race events that would also contribute to the overall noise impact of the project include public address (PA) system, live music, generators, revving engines, vehicles in various parking lot areas, bus shuttles, and camping. The noise levels associated with these events and activities have been evaluated based on noise measurements previously conducted during various CORR racing events in the City of Chula Vista. Noise measurements taken from previous events include cumulative noise associated with the activities described above.

Noise measurements were conducted at eight sites during the 2007 (*Figure 5*), the results of which are detailed in Table 4 of the noise technical report. The vehicles participating in the event consisted of Pro 4 trucks, Pro 2 trucks, Pro Lite trucks, Super Buggy, and Single Buggy vehicles. Up to 20 trucks and 35 buggies raced in their respective class event, each lasting approximately 15 to 20 minutes in duration. Other activities generating noise during the noise measurements included fireworks, music, public address system, generators, bus shuttles, and miscellaneous activities such as revving engines and vehicles in various parking lot areas. Because these activities occurred at the same time as the rest of the racing activities, the noise measurements taken were cumulative of all these activities and therefore, have already been included in monitoring data.

The event operations (including vehicle class and number of participants) and ancillary activities associated with the proposed 2008-2009 events are consistent with the scope of the previous events held at this location in 2007 with the exception of fireworks. Use of fire works is prohibited during the 2008-2009 events and as such is not included in the modeling of the proposed project. Therefore, the data obtained during the 2007 events is appropriate for evaluating potential noise impacts for the proposed 2008 and 2009 racing events.

Based on noise measurements conducted during the CORR 2007 season, the race event would generate a one-hour average noise level of 53 dBA at the nearest residences located southwest of the site (monitoring location 8). This noise level does not exceed the City's 55 dB exterior noise criteria. Noise impacts from the project upon nearest sensitive residential land are considered less than significant.

Applying the monitoring results for location 6, the proposed project is expected to generate an hourly noise level of 68 dBA or less, which would not exceed the City's 70 dB exterior noise criteria for light industrial land uses. Therefore, the racing noise impacts from the project upon the adjacent industrial land use are considered less than significant.

Based on noise measurements conducted during the CORR 2007 season, the race events would generate a one-hour average noise level in the mid 50 dBA to low 70 dBA Leq range at the adjacent noise sensitive biological habitat areas (i.e., noise measurement Sites 2, 4, 5, 6 and 7). At the closest riparian habitat area located directly south of the racetrack the hourly noise levels



would range up to 73 dBA Leq at noise measurement Sites 4 and 5. These noise levels assume no use of fireworks and incorporate project features and conditions, including existing berms and topography. It should be noted that the race event noise levels at Sites 4 and 5 are within the range of historic noise levels generated by the rock quarry operations.

### ***Non-Event Practice Sessions***

Non-event, one-day practice sessions would be restricted to 12 vehicles on track at any one time and would not be open to the general public. Additionally, non-event practice sessions would not be conducted concurrent with, or overlap on-going quarry operations. Activities associated with non-event practice sessions would be less intense than those associated with event operations in that these one day events would have fewer vehicles on track in comparison to event operations and would not include spectator traffic, overnight camping, or vendor amenities. The nature of practice sessions is such that vehicles are not running constantly. There are continual interruptions during these sessions, including teams working on their vehicles in the pits, watering the track to control dust, and clearing the track to tow vehicles which have stopped running.

Based on the modeling results contained in the noise report, applying the noise levels associated with 12 trucks within the loudest vehicle class (91.4 dBA Leq-h at 90 feet), the one-hour average noise level at the adjacent industrial area is estimated to be 65 dBA. Similarly, the one-hour average noise level at the nearest residential receives is estimated to be 51 dBA. The noise levels at the closest industrial and residential land uses would result in a less than significant noise impact.

Within the adjacent preserve areas to the south, the hourly average noise level associated with non-event practice sessions would range from approximately 50 dBA to 70 dBA. The one-hour average noise levels would be in the low 50 dBA (represented by Site 7), mid 50 dBA (represented by Site 6), high 60 dBA (represented by Site 4) and low 70 dBA range represented by Site 5). The significance of the noise impact at the biological habitat areas is discussed in the biological resources section of this document.

### **Public Services**

The proposed project would not involve changing land uses that would result in increased permanent demand for public services personnel, equipment and facilities or result in changes in service levels. The proposed project has the potential to result in hazards associated with accidents during the race events and therefore creates a temporary increase in demand for police and fire services. To ensure that public service response times are properly maintained during the temporary event weekends, the project proponent is required to prepare a Security Plan and an Emergency Medical Plan. The Security Plan shall be prepared to the satisfaction of the Chula Vista Police Chief prior to the start of the first CORR event. The Security Plan shall detail, among other items, the number of security personnel provided, general distribution of security throughout the race event, and number of uniformed Chula Vista police staff required.

Similarly, the project applicant is required to prepare an Emergency Medical Plan in accordance with the 2007 Fire Code to the satisfaction of the Chula Vista Fire Chief. The plan shall detail, among other items, emergency access routes, type of emergency vehicles required to adequately serve the project, alternative access routes to be employed in the event of rain or damp conditions, the variety of emergency medical services that can be provided by the contract emergency medical company, chain of communication between event sponsor and medical staff, number of ambulances present onsite and the number of uniformed Chula Vista Fire Department staff needed onsite. In addition, the Emergency Medical Plan shall describe emergency staff provided by CORR. A fully staffed Chula Vista Fire Department engine company and Battalion Chief will be onsite during all race events, or as directed by the Chula Vista Fire Chief.

Implementation of the mitigation measures contained in Section F of this MND would reduce impacts to public services (including impacts associated with accidents, security, and public safety) to a level of less than significant.

### **Transportation/Traffic**

It is estimated that approximately 2,847 vehicles per day of the event would access the site via Main Street, Heritage Road, and Energy Way. The proposed project would be operated during off-peak hours and weekends; therefore, it is not anticipated that the additional traffic associated with the event would result in unacceptable levels of service on any affected public roadway. However, there is the potential for localized impacts including congestion at ingress and egress points, emergency access, and parking impacts on City roadways during the six non-consecutive weekend events (2008-2009). A Traffic Control Plan would be prepared in accordance with City guidelines by the project applicant and submitted to the City of Chula Vista Engineering and Police Department for review and approval two weeks prior to the first event weekend. The preparation of a Traffic Control Plan would mitigate potential impacts to circulation and parking to less than significant.

Elements of the Traffic Control Plan would include, but are not limited to, a description of the signage, striping, delineate detours, flagging operations and any other devices which would be used during events to guide motorists safely to ingress locations from public roadways. The Traffic Control Plan would also include provisions for coordinating with local emergency service providers regarding event times and measures for bicycle lane safety. The Traffic Control Plan would ensure that access and traffic flow would be maintained, and that emergency access would not be restricted. Additionally, the Traffic Control Plan would ensure that congestion and delay of traffic resulting from the event are not substantially increased and would be of a short-term nature. A minimum of 39 handicapped parking spaces would be made available, consistent with California Building Code and ADA requirements.

The mitigation measures contained in Section F below would mitigate potential impacts to Transportation and Traffic to below a level of significance. These measures are included as a part of the Mitigation Monitoring and Reporting Program.



## **F. MITIGATION NECESSARY TO AVOID SIGNIFICANT IMPACTS**

The mitigation measures detailed below would mitigate potentially significant effects on the environment to a level of less than significant. These measures have been incorporated into the project's Mitigation Monitoring and Reporting Program (MMRP) provided as Attachment "A" to this report.

### Air Quality

1. The following project design features have been included as mitigation measures to assure their implementation, and shall be implemented prior to commencement of each race event:
  - Low emission mobile heavy equipment shall be used, where feasible.
  - The contractors shall obtain applicable air quality permits for any portable or stationary internal combustion engine subject to SDAPCD permit requirements.
  - During event operations and non-event practices sessions, the track shall be watered prior to each individual race and/or vehicle class practice session (minimum of seven times per day) to the satisfaction of the City's Mitigation Monitor.
  - Excluding race vehicles operating on the designated track, spectator and maintenance vehicle speeds on unpaved roads shall not exceed 15 miles per hour.
  - Idling time of trucks and other heavy equipment shall be minimized.
  - The streets shall be swept immediately when silt is carried over to adjacent public thoroughfares.
  - Engines in site preparation equipment shall be maintained by keeping them properly tuned.
  - Low sulfur fuel shall be used for stationary construction equipment.
  - Existing power sources (e.g., power poles) or clean fuel generators (bio-diesel and/or ethanol powered machinery) rather than standard temporary gasoline power generators shall be used, whenever feasible.
  - All parking lots on agricultural land shall be mowed such that roots of the vegetation remain intact in order to provide soil stabilization.
  - Parking lots and other areas with exposed dirt shall be watered to the satisfaction of the City's mitigation monitor to minimize fugitive dust.

### Biological Resources

2. To ensure that no direct or indirect impacts to nesting borrowing owls occur during site preparation and active use of the general parking area and lower camping area, prior to initiating any site preparation-related activities, pre-active use surveys must be performed by a City-approved biologist to determine the presence or absence of active burrows within all suitable habitat. The surveys must be conducted within 10 calendar days prior

to the start of site preparation or use, and the results submitted to the City's Environmental Review Coordinator for review and approval prior to initiating any site preparation activities. If an active burrow is detected, a mitigation plan shall be prepared by a City-approved biologist and submitted to the City's Environmental Review Coordinator for review and approval. The project applicant shall implement the approved mitigation plan to the satisfaction of the City's Environmental Review Coordinator. Setbacks of 300 feet or more from occupied burrows shall be established and enforced until the young are completely independent of the nest. To minimize all impacts and ensure that no nests are removed or disturbed and no nesting activities are disturbed, a bio-monitor must be on site during all project activities until all young have fledged.

3. Two weeks prior to the commencement of each race event, prominently colored, well-installed biological fencing shall be installed wherever the project limits are adjacent to the Preserve, sensitive vegetation communities, and/or any other biological resources, as identified by a qualified monitoring biologist and depicted on *Figure 3*.
4. Two weeks prior to the commencement of each race event "Sensitive Habitat – Keep Out" signage shall be posted every 150 feet along the Preserve edge to discourage access to the Preserve. In addition, the project shall be required to either prohibit domestic pets, or require that all pets remain on leashes pursuant to applicable leash law requirements.
5. Two weeks prior to the commencement of race activities, a lighting plan shall be submitted to the City's Environmental Review Coordinator for review and approval. The lighting plan shall clearly demonstrate that all temporary security lighting shall be directed away and/or shielded from the Preserve to prevent any potential indirect impacts due to night lighting. Additionally, low-pressure sodium lighting shall be used to reduce these potential effects.

#### Cultural Resources

6. The area identified as significant for SDI-9976 shall be removed from the planned camping area and fenced as illustrated on *Figure 3* of this MND. Two weeks prior to commencement of each race event, the fencing shall be installed under the direction of the project archaeologist and shall remain for the duration of the racetrack use. No access to this site area shall be allowed during the race events.
7. The access road through SDI-12,291b shall be fenced two weeks prior to commencement of each race event to prevent traffic from straying into the significant site area. The area to be fenced is illustrated on *Figure 3* of this MND. The fencing shall be installed under the direction of the project archaeologist and shall remain for the duration of the racetrack use. Vehicular and pedestrian traffic through the sensitive site area shall be minimized. The project archaeologist shall have the latitude to monitor the condition of the site during track events and to add measures as necessary to ensure the site is not adversely impacted by event activities.



8. Access roads or trails that pass through sites identified as significant or potentially significant shall be fenced two weeks prior to commencement of each race event to prevent intrusion into potentially sensitive areas. The fence locations are noted on *Figure 3* of this MND. The project archaeologist shall identify the locations of all fences and the type of fence that would be appropriate to ensure the sites are not disturbed.
9. Any mowing or other site preparations that might uncover archaeological materials or affect recorded sites shall be monitored by an archaeologist prior to commencement of race event preparations. In the event that the monitor identifies a potentially significant site, measures shall be initiated to evaluate the site and to implement mitigation measures as necessary to minimize impacts. Data recovery to mitigate impacts is an option, but preservation of resources is the preferred mitigation measure.
10. During the monitoring of mowing or other site preparations, the archaeological monitor shall collect all surface artifacts, map the locations, and report findings to the City.
11. All cultural materials recovered during the testing of SDI-9976 or collected during monitoring shall be prepared for permanent storage. Curation of all artifacts recovered shall be required. Curation shall be arranged at an appropriate facility and will be coordinated through the City of Chula Vista.

#### Hydrology and Water Quality

12. Two weeks prior to the commencement of the first 2008 event, the project applicant shall submit an NOI and obtain an NPDES Permit for Construction Activity from SWRCB. The SWPPP shall include a description of pollution prevention controls and practices to be utilized both during and following (post-race) raceway activities. Adherence to all conditions of the General Permit for Construction Activity is required. The SWPPP shall also include a Storm Water Sampling and Analysis Strategy (SWSAS), pursuant to the SWRCB General Construction Permit requirements.
13. The applicant shall request a site inspection by the City's Public Works and Storm Water Inspectors after completion of site preparation, and prior to each race event. If the inspectors identify any violation of the BMPs, race events shall be delayed until such BMPs are properly implemented.
14. During race events, standby cleanup equipment and crews shall be available to respond to potential hazardous material spills. Significant spills shall be reported to the appropriate authorities and the City of Chula Vista as soon as such spills occur.
15. A qualified water quality technician shall be designated for monitoring and repair of BMPs. The name and phone number of such person shall be provided to the Storm Water Management Section prior to each race event.

#### Public Services

16. Two weeks prior to the commencement of the first race event, the project applicant shall prepare a Security Plan to be approved by the Chula Vista Police Chief prior to the start of the CORR events. The Security Plan shall detail, among other items, the number of security personnel provided, general distribution of security throughout the race event, and number of uniformed Chula Vista police staff required.
17. Two weeks prior to the commencement of the first race event, the project applicant shall prepare an Emergency Medical Plan in accordance with the 2007 Fire Code to the satisfaction of the Chula Vista Fire Chief. The plan shall detail, among other items, emergency access routes, type of emergency vehicles required to adequately serve the project, alternative access routes to be employed in the event of rain or damp conditions, the variety of emergency medical services that can be provided by the contract emergency medical company, chain of communication between event sponsor and medical staff, number of ambulances present onsite and the number of uniformed Chula Vista Fire Department staff needed onsite. A fully staffed Chula Vista Fire Department engine company and Battalion Chief will be onsite during all race events, or as directed by the Chula Vista Fire Chief.

#### Transportation/Traffic

18. Two weeks prior to the commencement of the first race event, a Traffic Control Plan shall be prepared in accordance with City guidelines to the satisfaction of the Police Chief and City Engineer. Elements of the Traffic Control Plan will include, but not limited to, a description of the signage, striping, delineate detours, flagging operations and any other devices which will be used during events to guide motorists safely to ingress locations from public roadways. The traffic control plan will also include provisions for coordinating with local emergency service providers regarding event times and measures for bicycle lane safety. The Traffic Control Plan will ensure that access and traffic flow will be maintained, and that emergency access will not be restricted.

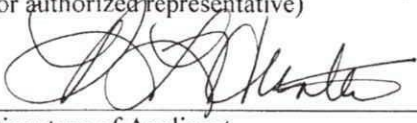


**G. AGREEMENT TO IMPLEMENT MITIGATION MEASURES**

By signing the line(s) provided below, the Applicant and Operator stipulate that they have each read, understood and have their respective company's authority to and do agree to the mitigation measures contained within Mitigated Negative Declaration IS-08-011, and will implement same to the satisfaction of the Environmental Review Coordinator. Failure to sign the line(s) provided below prior to posting of this Mitigated Negative Declaration with the County Clerk shall indicate the Applicant's and Operator's desire that the Project be held in abeyance without approval and that the Applicant and Operator shall apply for an Environmental Impact Report.

Ranie Hunter, Vice President  
Printed Name and Title of Applicant XR Promotions  
(or authorized representative)

4/25/08  
Date

  
Signature of Applicant  
(or authorized representative)

\_\_\_\_\_  
Date

N/A  
Printed Name and Title of Operator  
(if different from Applicant)

\_\_\_\_\_  
Date

N/A  
Signature of Operator  
(if different from Applicant)

\_\_\_\_\_  
Date

## **H. CONSULTATION**

### City of Chula Vista

Glen Laube, Senior Planner  
Marisa Lundstedt, Principal Planner  
Scott Donaghe, Senior Planner  
Josie McNeeley, Associate Planner  
David Kaplan, Transportation Engineer  
Justin Gipson, Fire Marshal  
Khosro Aminpour, Sr. Civil Engineer (NPDES Division)

### Applicant's Agents

Dudek and Associates: Joe Monaco, Brian Grover, Anita Hayworth and Mike Komula  
Brian F. Smith and Associates: Brian Smith  
Scientific Resources Associated: Valorie Thompson  
Design Fusion: Robert Day

### Applicant and Applicant Representatives

Championship Off Road Racing (CORR)  
Ranie Hunter, Applicant Representative

### Others

RECON Environmental, Inc.

### **Documents**

The following documents were used, referenced, or relied on in preparing this MND, and the documents are available for public review and inspection at the City of Chula Vista Planning and Building Department, 276 Fourth Avenue, Chula Vista, California, and are incorporated by reference in this MND:

- Updated Cultural Resources Letter Report – Otay Ranch Championship Off-Road Racing Facility, 2008 CUP, Brian F. Smith & Associates, April 9, 2008
- Biological Resources and Impacts Analysis Letter for 2008/2009 Championship Off Road Racing, Chula Vista, California, Dudek, April 2008.
- 2008 and 2009 CORR Racing Events: Environmental Noise Assessment. Dudek, April 2008.
- Air Quality Technical Report for the Championship Off-Road Racing Temporary Race Facility, 2008/2009 Race Events. Scientific Resources Associated, April 2008.
- Archaeological Study Update Letter, Brian F. Smith and Associates, February, 2008.
- Championship Off-Road Racing Project – Results of Race Noise Measurements, Dudek & Associates, June 27, 2007.



- Biological Monitoring for the Championship Off Road Racing Project, June 27, 2007.
- Archaeological Study for the Chula Vista International Raceway, Brian F. Smith and Associates, April, 2007.
- Mitigated Negative Declaration (MND) for a Conditional Use Permit for a Temporary Championship Off-Road Race (MND IS-07-030), May 29, 2007.
- Addendum to Mitigated Negative Declaration IS-07-030, June 2007.
- Biological Resources Report and Impact Assessment for Otay Ranch Villages Two and Three, Dudek, February, 2006.
- City of Chula Vista General Plan Update, 2005.
- Final Environmental Impact Report, City of Chula Vista General Plan Update, EIR No. 05-01, December 2005.
- City of Chula Vista MSCP Subarea Plan, February 2003.
- Otay Ranch General Development Plan/Subregional Plan Program EIR (Program EIR 90-01), October, 1993.
- Final Second Tier EIR for Villages Two, Three and Four (portion) SPA and TM, City of Chula Vista, 2006

## **I. INITIAL STUDY**

This environmental determination is based on the attached Initial Study, and any comments received in response to the Notice of Initial Study. The report reflects the independent judgment of the City of Chula Vista. Further information regarding the environmental review of this project is available from the Chula Vista Planning and Building Department, 276 Fourth Avenue, Chula Vista, CA 91910.

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Glen Laube  
Senior Planner

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Date